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PLACE ACQUIRED

SUPPLEMENT TO
REPORT

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1. The Tvornica Portland i Specijalnih Cementa (Portland and Special Cement Factory) at Pulj, comprises a compound of buildings which occupy an area some 250 meters square, at the tip of Sveti Petar Reef in the port of Pulj. This zone was once occupied by the Austro-Hungarian Great Food Supply (sic) depots.

Personnel

2. As of 27 November 1951, the director of the factory was Giovanni Pavikievaz, from Pulj, who had replaced a certain Engineer Lakota. Pavikievaz has since been replaced as director by an unidentified individual. Other members of the staff at the factory have been identified as: Carlo Lusetic, Political Commissar and Personnel Director; and Doctor Katunar, a chemist.
3. Employed at the factory are approximately 400 workers and 20 clerical employees. The 20 clerical employees and 200 ordinary workers are assigned to a single shift, from 7:30 a.m. to 3:30 p.m. However, some 60 workers who are assigned to the furnaces, grinders and other vital production areas, work from 6:00 a.m. to 6:00 p.m. on one day, from 6:00 p.m. to 6:00 a.m. the next day, and have the third day off. Two hundred per-diem workers and 20 per-diem employees work on one summer shift from 7:30 a.m. to 3:30 p.m. The workers receive an average monthly wage of 4,000 dinars. Approximately 100 workers eat one meal a day in the messhall of the factory. Morale among the factory workers is quite low for two reasons: one, because their wages are insufficient to cover the cost of the bare necessities of life; and two, because there is a large number of informers who report all complaints and acts of sabotage on the part of the workers to the directing staff.

Raw Materials

4. Materials used in the production of cement at the factory are obtained from the following neighboring areas:

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- a. Ordinary stone is obtained from a quarry close to Fort Musil, some 1.5 kilometers from the factory;
- b. Bauxite arrives from Istria and Croatia both by rail and by sea;
- c. Marl comes from an undetermined area in Dalmatia by sea; and
- d. Clay arrives at the factory by truck from an undetermined source.

Types of Cement

- 5.. The Portland and Special Cement Factory produces the following types of cement:
- a. A special blended cement is produced in furnaces (No. 10 on attached sketch) through the blending of a mixture composed of 5 quintals of bauxite briquettes to every 2.9 quintals of stone the size of a base-ball. From 15 to 17 tons of this cement are produced in 12 hours.
 - b. Portland cement is produced in a rotary furnace (No. 18 on attached sketch) from clay and stone which has been finely ground in a crusher (No. 11 on attached sketch). Some 30 to 40 quintals of this type are produced in an hour.
 - c. A third unspecified type of cement, which is whiter than Portland cement, and is given more careful processing, is prepared for export. No further details concerning the production of this type of cement are available.

Process used in the Production of Blended Cement

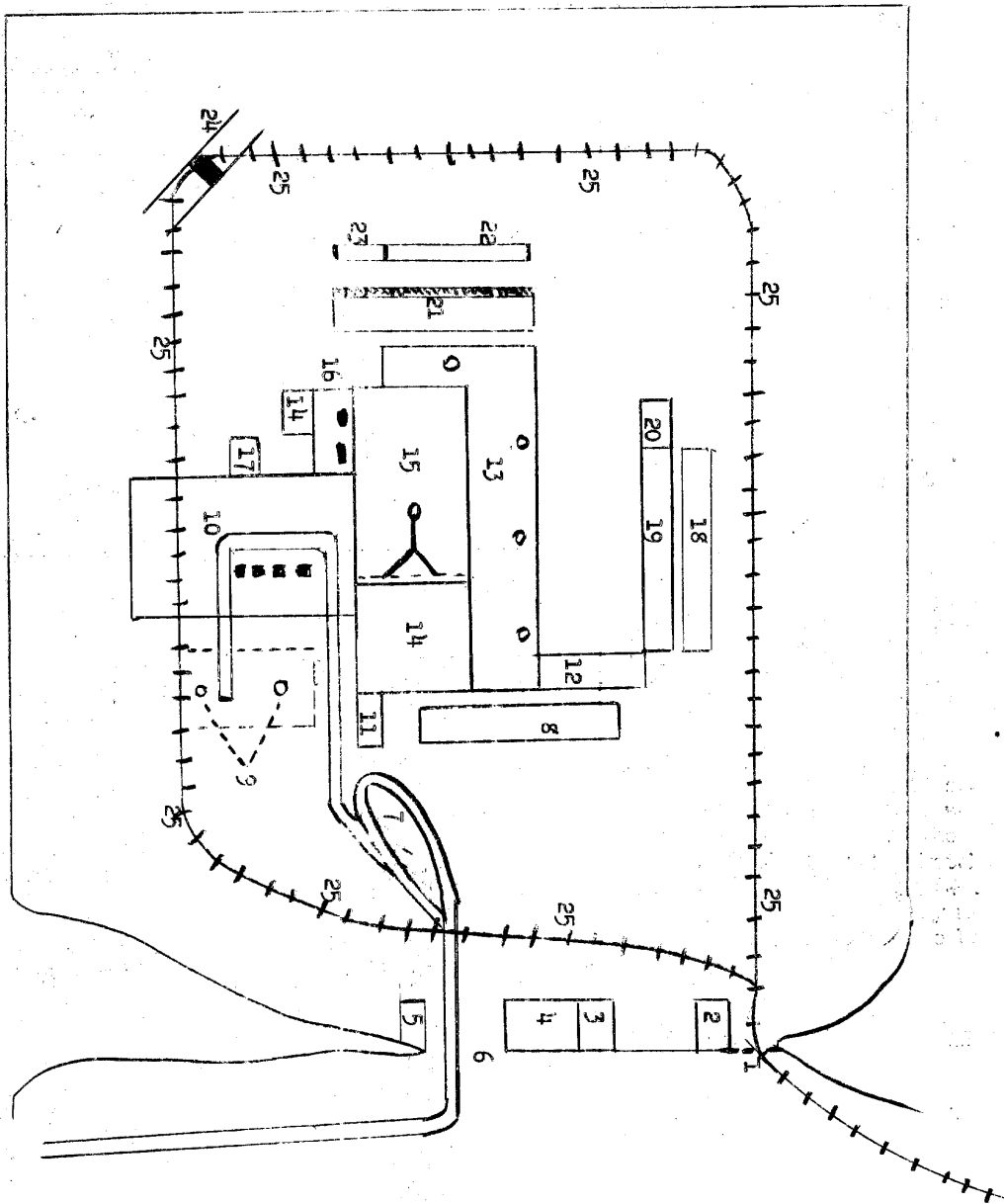
- 6. Only one of the four furnaces (No. 10 on the attached sketch) owned by the factory is now in operation. In the production of the blended cement, the furnace is fired with wood, and maintained at a temperature of 1,600 - 1,700 degrees (probably centigrade) by means of coal dust which is produced in the factory grinders (No. 17 on the attached sketch). The furnace is then loaded with 60 small carloads (sic) of bauxite and stone mixture, altogether some 480 quintals. When this first load reaches the incandescent stage, 8 to 10 more carloads of the same mixture are fed into the furnace every 10 or 15 minutes. Every hour some two small carloads of clinker pour out of the furnace into a sliding ingot mold and solidify into ingots. From the mold, the ingots are dumped into small cars which carry them into a shed which houses a crane (No. 14 on attached sketch). The crane conveys the ingots to an area near the grinder (No. 13 on attached sketch) where they are crushed into pulverized cement, which is taken to the silos (No. 21 on attached sketch). From the silos, the finished product is transported by means of two underground conveyor belts activated by three electric motors, to the bagging and packing sections (No. 22 on the attached sketch).
- 7. This blended cement is sold for some 1,400 dinars per quintal. No details relative to the ultimate destination of this cement are available other than that it is shipped by truck, rail and sea.
- 8. Attached is a sketch and legend of the Portland and Special Cement Factory at Pulj.

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Sketch to Portland and Special Cement Factory compound at Pulj

THIS DRAWING IS NOT TO SCALE



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Legend to Sketch of Portland and Special Cement Factory Compound

1. Main gate - This has two parts; one for the admittance of factory personnel and vehicles, while the other part is for the railway spur which connects the factory with the railway station at Pulj.
2. Weighing section - This is composed of a one-story masonry building some 7 x 5 meters in size, with a tile-covered roof, located to the left of the main entrance gate. The building houses the guardpost and security check office where personnel are checked as they enter or leave the factory, and a weighing room containing a platform-type scale.
3. Garage - This is located some six meters to the left of the weighing section. The workers' messhall is also located here. Two trucks of undetermined make are kept in this garage.
4. Messhall - This hall is for clerical employees and factory workers, and is housed in the same building with the garage. The building is of masonry construction, some 15 x 18 meters in size, with a tile-covered roof.
5. Kitchen and food commissary - This is an almost triangular-shaped building of masonry construction, with a tile-covered roof, having the following dimensions: the two narrow sides are some 4 and 6 meters long, while the long side is about 9 meters in length.
6. Narrow-gauge railway entrance - This is located between the messhall and the kitchen and food commissary.
7. Narrow-gauge railway - This is used to transport the stone obtained from the quarry near Fort Musil to the factory. The railway cars are drawn by a small steam locomotive. Within the compound, the narrow-gauge railway runs along for a distance of about 80 meters, and then at a certain point rises to the height of the crushers and then descends to rejoin the railway spur at the entrance to the factory grounds. A switch permits the cars which are loaded with stones to be shunted to the furnaces in the cement-blending department.
8. Administrative offices - These are housed in a masonry building some 40 x 10 meters in area, with a tile-covered roof. The basement of the building is used for the storage of iron pipes and objects. The first floor, reached by four steps located at the northern end of the building, contains the offices of the chemical section on the right and a lumber-storage section on the left. On the second floor of the building are located the administrative offices, and on the third floor of the building are electrical and carpentry workshops, in addition to storage areas for various unspecified material.
9. Two bauxite presses of undetermined make lie in the open. These are used to press bauxite ore into briquettes. These briquettes are molded into a shape similar to drinking glasses 1/8 (of a liter?) in size, which are transported by means of a conveyor belt (No. 25 on attached sketch) to the cement-blending furnaces located in the shed indicated by number 10 on the sketch.
10. Shed containing the special cement-blending furnaces - This building, which is some 40 x 20 meters in area, contains four furnaces, each equipped with an electric motor. Only one of these furnaces is in continuous operation at the present time; the remaining three are almost always inactive because of the lack of spare parts and insufficient electric power. The bauxite briquettes are transported here by the conveyor belt (No. 25 on the attached sketch) and the stones are transported by the narrow-gauge railway.

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11. Building - 10 x 13 meters in size, which houses the stone-crushing machine.
12. Repair shop - This is a masonry building, approximately 35 x 8 meters in size, where damaged machinery is repaired.
13. Grinder shed - This is a large building, about 70 x 20 meters in size, which rests on concrete pillars. This building contains four grinders which are used to grind the cement ingots into powder. The pulverized cement is transported underground to the silos.
14. Crane sheds - These are 60 x 20 meters in area. Material to be transported to the grinders is deposited here. A travelling crane deposits the material in the loft of the building.
15. Building - 8 x 20 meters in area, which contains Gruber furnaces. Marl conveyed to this building from the crusher (No. 16 on attached sketch) is baked here.
16. Crusher - This machine is used to crush the marl which is shipped from Dalmatia to the factory. After the material has been through the baking process, it is conveyed to the crane shed (No. 14), thence to the grinders (No. 13).
17. Building - Some 8 meters square, which houses the coal-grinders. The coal is pulverized and the resulting coal dust is used to fire the furnaces. 50X1-HUM
[redacted] If the grinders should halt operations, the entire cement factory would be forced to shut down, and the cooling of the kilns would in itself cause financial damage to the factory as a result of non-productivity. 50X1-HUM
18. Rotary furnaces for Portland cement - Located in the open, 40 x 2 meters in size.
19. Building - To which cement and miscellaneous materials are stored.
20. Masonry building - Six or seven meters in area, which houses an auxiliary electric power plant. This plant is placed in operation in the event of failure of electric power furnished by the city of Pulj.
21. Four silos - About 12 meters in height, where the manufactured cement is stored. A small building, some 2 meters wide, which houses the three electric motors, furnishing power for the underground conveyor belts used to transport the cement from the silos and the packing department, is situated in front of the silos.
22. Packing and bagging department - Located in a building some 30 x 4 meters in area. This department is equipped with two bagging machines.
23. Sack supply room - Located in the right wing of the packing and bagging department. Adjacent to it is a small office.
24. Crane - Located in the northern (?) corner of the compound of factory buildings, straddling the railway spur. This crane is used to unload ships and railway cars. The crane has a 40-ton lifting capacity and runs on a track which is approximately 50 meters long.
25. Railway spur - Connects with the railway station at Pulj, enters the factory compound at the main gate and runs around the entire perimeter of the factory grounds, about 3 meters from the docks.

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